

## The Transcript.

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WEEKLY

TRANSCRIPT

..\$1.00..

A YEAR

NEWSPAPERARCHIVE

## HORRIBLE

### Wreck and Death at a Railroad Crossing!

### HURLED TO DEATH!

### FOUR NORTH ADAMS MEN ON A SUNDAY RIDE INSTANTLY KILLED.

### TOOK NO WARNING!

### "Dunn's Crossing" near Pownal the Scene of the Accident.

### A VERY DANGEROUS PLACE!

### ONE HORSE KILLED AND CARRIAGE SPLINTERED BY TERRIFIC CRASH OF AN EXPRESS TRAIN.

### SCENES AT THE WRECK

### AS TOLD BY THOSE THERE. FULLEST DETAILS OF THE ACCIDENT.

### WHO THE MEN WERE THAT ARE DEAD!

### What Part Did Liquor Play? Conflicting Evidence.

Yesterday afternoon about 3 o'clock there occurred at what is known as Dunn's crossing, a mile east of Pownal on the Fitchburg track, one of the most terrible of all fatalities—a railroad crossing disaster. As a result, four young men of North Adams out for a Sabbath ride were all (with the exception of one who breathed a few minutes after the accident) instantly killed; one of the two horses killed, and the double-seated carriage in which the party was driving literally knocked and ground into kindling wood. The young men's names were Jerry Trudeau, Oliver Dudley, Edward Roque and Edward Chaput.

Not since the terrible disaster at Southbridge, near Worcester, on Thanksgiving day when a bare foot of football players including two Williams college players, was struck by a train on the N. Y. & N. E. tracks and four killed, has there been so fatal and terrible a railroad killing as that in Pownal yesterday. In the instantaneousness of the resulting death and in the completeness of the wreck, this accident hardly has a parallel in the records of railroad fatalities.

It was about 10 o'clock yesterday morning when Dudley and Roque went to C. H. Berry's livery stable to hire a team. They wanted a two-seated carriage with two horses but they wanted it cheaper than Mr. Berry would let it. They went away but in a few moments returned and took a double carriage and one of the stable's pet teams. They said they were going to Pownal for a pleasure ride. These two drove out of the stables evidently bent on a good time and expecting a pleasant day. On the street somewhere they picked up Chaput and Trudeau and set out gayly for Pownal.

Scene of the Accident.

The accident occurred on the party's return at what is known as Dunn's crossing, about a mile east of Pownal, just at the end of the iron bridge. The road here twice crosses the tracks, the crossings being only forty or fifty rods apart. It is an extremely dangerous place, in what is known as the cut. Trees and bushes would shut out any view of approaching trains if curves did not, as they do. The first crossing as one drives from Pownal is not extremely bad, although the road crosses the track diagonally and trees cut off a clear view of approaching trains. But the second crossing near the bridge has in every particular the proper conditions for a railroad slaughter pen. It is just at the end of a railroad bridge that obstructs the view and at the end of this bridge the tracks take a sharp curve that prevents any possible view for more than a few rods even if the bridge were not there. More than this, the tracks are a little higher than the wagon road, necessitating a grade, and the road and tracks cross each other diagonally.

Said to be a Private Roadway.

So dangerous, in fact, is this crossing that the Fitchburg company a few years ago, (as was said and is believed by a number of Pownal citizens, at least), bought up the roadway that goes over these two crossings, and a new road above by which the crossings could be avoided was built by the Pownal authorities in conjunction with the railroad company. Accordingly anyone using the highway where the accident occurred must do so at his own risk. It is not a public way although some legal technicality prevents its being closed—it is said, because of the property owners' rights along it.

One Risky Crossing Made.

The party had reached the first crossing on the return from Pownal, when they noticed a freight train coming from the west. It was close upon them and the engineer whistled danger. Either be-

cause they did not realize the closeness of the coming train, or out of a spirit of foolhardiness, the driver whipped up the horses and dashed across the crossing only a few yards ahead of the freight. This was taking chances, and showed that the young men were not over cautious. The next crossing was about fifty rods beyond, and before they reached it the freight train thundered past them, and the horses were allowed to go slow between the crossings so the freight might have time to pass by the time the second crossing was reached.

How White Was Saved.

At this point Ed. White of Williamstown who had gotten into the carriage at the same line, made the move that undoubtedly saved his life. He suddenly took the notion into his head that he wanted to get home faster than the car, and he got out of the carriage and ran to the rear of the passing freight train. He didn't do it, probably because it was moving too fast for him. But the lucky idea of catching this passing train saved him from the fated carriage.

Warning Given the Men.

As the freight train passed the carriage which was now between the two crossings, the engineer, aware of the express train that was coming from the east on the other track and which could not possibly be seen nor heard by those in the carriage, whistled a warning and frantically motioned, as Mrs. Harwood says (who lives at this point), trying to warn the men their danger. It seems that young Prindle, a former railroad man himself and who knew and recognized the engineer and fireman of the freight engine, understood what was meant and warned his companions.

Would Not Heed the Warning.

But the driver kept on. The freight had not yet passed the second crossing when the carriage came up. Accordingly it stopped very near the track till the freight should pass and they could cross. This east-bound freight upon which their whole attention was fixed was on the track nearest them.

Gives Warning and Jumps.

No sooner had the freight cabooses cleared the crossing than the driver, Edward Chaput, started up the horses. Again young Prindle remonstrated and cried out to the driver:

"For God's Sake, Don't Try It!"

But the horses were already on the first track. A second later Prindle, cripple as he was jumped from the carriage between the tracks, leaving his four fated companions in the wagon. He did not see or hear the coming express. He only knew that there was danger and jumped instinctively. No man ever had a narrower escape.

The Awful Crash.

Prindle had but just touched the ground when the forward wheels of the carriage crossed the second track and the awful crash came. Out from the bridge hidden from sight by the freight and its warning rattle drowned by this same train that was yet only a few feet away, came the express due at Pownal at 3:41, and which leaves North Adams at 2:30 on Sundays only. Like a huge bolt it struck the forward wheels of the loaded vehicle. In a twinkling the carriage was ground and broken into kindling wood and twisted bits of iron, its four occupants were hurled high into the air before the engine and fell bruised and bleeding and helpless to the left side of the track some thirty or forty feet beyond. The horse nearest the engine was lifted fully as high as the telegraph poles and fell mangled and dead on the north side of the track fifty feet from the crossing, while its mate because of the diagonal track and being a step in advance escaped with hardly a bruise. Young Prindle, so close that he felt the heat of the passing engine, was struck by the rear wheels as they were whirled through the air and knocked down between the tracks, where he says he saw the wreck "like a mush of feathers" fly past him.

Just After the Killing.

Prindle was the first to see the result of the awful catastrophe. Dazed and horrified he regained his feet and stood on the crossing and looked at the wreckage and corpses strewn along the track. In another moment, his former companion in the carriage who had left it but a moment before, was walking behind the retreating freight he had failed to catch, came to his side and both stood speechless and agonized as they looked at the corpses of the four companions whose talk and laughter had yet scarcely died out of their ears. Two of the men had been thrown clear outside the first track, and one of these was Dudley, almost a giant in size, who was still gasping and in whom a little life was still left. But his head was cut open and from it oozed blood and brain matter. The others were stone dead. Not a noise ever escaped any of their lips—not even a cry or shriek as the cruel engine bore down on them.

Bodies Waiting for Removal.

Selectman E. L. Smith of North Pownal reached the scene at about 5 o'clock. After viewing the bodies, he decided that an inquest was not necessary and gave permission for them to be turned over to the undertaker. Mr. Comisky in this town received word to repair to Pownal about 4 o'clock. At 4:55 he was on his way with his delivery wagon, as his van was being repaired and it was feared would be too small. He arrived at the depot in Pownal at 7:15, and in twenty minutes was on his way back with the corpses. He arrived here at 9:30 last evening and the night was consumed in preparing the bodies for burial.

How Injured.

The injuries to the different men were found to be as follows when they got to North Adams: Chaput had both arms and one leg broken, skull fractured, severe internal injuries. Trudeau had his left arm broken, skull fractured, badly injured internally, breast stove in. Roque had his skull badly fractured, both legs broken, internal injuries. Dudley had his right thigh broken, skull fractured and internal injuries.

Not Merely Mangled.

The men were not so badly mangled or so terribly cut and bloody as is often the case in such accidents. They were thrown clear of the wheels of the express train, two of them lying outside of the outer track, and the other two within the rails of this second track. Their clothes were badly torn and cut and gashes covered their bodies, but none of their faces were bruised beyond easy recognition, al-

though all were cut and blackened. Trudeau and Dudley received the worst scars about the face and head. All died, as one of the doctors present at Pownal said, from general concussion as much as if they had fallen from a ten-story window to a pavement below.

A Doctor was a Passenger.

The express train came to a stop before the second crossing was passed. The freight train going the other way had stopped before its caboose had cleared the iron bridge. In a moment the trainmen of both trains were on the awful scene. At the same time the neighbors in the vicinity, having heard the engine's warning whistle and seeing the trains stop, hastened to the scene. Passengers from the express train also joined the horrified group of spectators. One of these was a doctor from New York. He hastily saw that nothing could be done for three of the men. The fourth one was yet breathing. The doctor ordered some water brought from the brook close at hand and bathed his head and washed away the fast flowing blood. But efforts to restore consciousness were in vain.

The Dead Carried to Pownal.

After a few moments' consultation on the part of the train officials and the doctor, it was resolved to carry the dead to Pownal, only a mile distant and send for aid from there. Accordingly, the express train was backed to the scene of the wreck and the train hands none too willingly lifted the three bleeding corpses into the baggage car as well as the almost lifeless body of Dudley, now only faintly gasping and his pulse almost gone. Then the train, almost thirty minutes late went on to Pownal.

At Pownal Mention.

When Pownal was reached, the corpses of the three men killed outright were taken and placed on the floor of the little freight house that stands a few feet west of the depot. As Dudley was raised to be taken from the car, he spasmodically gasped once or twice and all was over. His bloody corpse was then placed beside those of his comrades in the little freight house that served the ghastly purpose of a morgue. The express train then hurriedly moved out, under the hand of an engineer who had taken the carriage whip at the wreck as a souvenir of his engine's awful work. Then began the attempt to identify them. North Adams person present knew Dudley, and in some way it was known that the turnout belonged to Liveryman Berry of this town. He was notified by telegraph, and in turn notified Undertaker Comisky of the unpleasant task before him. In the meantime the bodies had been turned over to the selectman of Pownal as the Vermont law directs. This was L. S. Smith of North Pownal who was notified by telegraph and messenger and came on the scene in about an hour. A curious crowd had gathered at the Pownal depot. All the village people, some of the farmers from the outlying districts and even people from this town crowded about the little freight house where the dead men lay stretched in their bloody clothes. Only those likely to recognize the dead were admitted, and after an hour the freight house was locked to await the undertaker's coming.

Clearing up the Wreckage.

About 4 o'clock a gang of section men from Pownal went to the scene of the wreck. They buried the dead horse where it had been thrown. Its legs had been broken and it was cut open through the thighs and abdomen. The wreck of the carriage was strewn along the track for fifty or sixty feet. Hardly was a single piece of it recognizable as a part of a carriage. It was literally in five pieces. The section men took it to Pownal where it was dumped in a heap near the car house.

One Horse Lacerated.

The near horse of Mr. Berry's team did not receive so much as a scratch. After the crash it ran down the road with only its collar left on, and was taken to the state line and then home.

Told by Those Who Saw.

Last evening a carriage containing several TRANSCRIPT representatives was driven to the scene of the accident, and also to the homes of those who were at the scene of death and ruin.

Prindle Tells the Awful Story.

Perhaps the most thrilling and terribly real of all accounts of the accident is that of Clarence H. Prindle of Williamstown, the occupant of the carriage who saved himself by jumping at the last second. He was seen at midnight last night at his home in "Charlottesville" near the Williamstown yards. He was in bed suffering excruciating pain from a knee which had been wrenched by the part of the wreck that had struck him—an injury that he had not noticed in the excitement of the time. This is the young man who, it will be remembered, a year ago lost both of his feet while breaking on the Fitchburg road at Greenfield, and who yesterday saved his life in spite of his crippled limbs and cork members. Mr. Prindle told his story as follows: "It was about 1:30 this afternoon when I was down near Moody's bridge and the carriage came along which contained the four men who were killed. I knew none of them by name and don't now, but one of them I had met and he told me to get in and take a ride. I did so. We went to Pownal where we watered and hitched our horses and went into the hotel and got some cigars. Here the matter was discussed of going on to North Pownal, but it was given up and we soon started home. The boys were just feeling good but weren't full at all, unless it was White who got in at the state line. Some of them had been taking a little of something, but not enough to drink. Not a drop of anything was drunk in the hotel. I was on the rear seat with White and the smallest of the men. The big fat man was on the right of the front seat, the tall man with a draw into his eye was driving, and the man with the moustache was on the left of the front seat. So when the engine struck the smallest man was on the rear seat alone and the other three were all on the front seat. We drove moderately but at the first crossing had to whip up to make it, and had no time to spare. After we got across White got out to catch the freight horse saying he wanted to get there quicker than driving could do it. He didn't catch it as it was going twelve or fifteen miles an hour, and I don't know what he was really up to. I knew the engineer, Slavin, on the freight. He waved to me and whistled to warn us of the train coming. I understood it and told the others. They said they guessed not, and so drove right up near the second crossing till they had to stop for the freight to clear the crossing. The second

it had done so the driver started up. I shrieked for him to stop. He wouldn't but whipped up. I felt I must jump or die so I jumped, landing between the two tracks. I had hardly struck the ground when the crash came. The hind wheels struck me as they were swept along and I was knocked to the ground. I could only see the carriage wreckage sweep past me like a mush of feathers. I got up and there they lay. It was awful. I was too excited to know how it all happened. I think the express whistled for us and that the engineer reversed just as he struck us. White was the first one to get to me from down the track. You know the rest, and I am suffering terribly."

Edward White's Story.

Edward White of Williamstown who escaped death by getting out at the first crossing tells the story as follows: "Clarence Prindle and myself were out upon the road to Pownal when we met a carriage with four men in it going towards the Pownal line. Neither Prindle nor myself knew any of the men and we would probably have said nothing to them had they not invited us to get in and take a ride, saying that we looked like pretty good sort of fellows."

We went with them to the Pownal hotel where we left the carriage and went into the hotel. There were at the hotel two Williamstown gentlemen whom we knew, and I invited the crowd to have a glass of beer. All accepted except the two Williamstown gentlemen. We drank only one glass each. There was none of the party drunk. After we had remained at the hotel a short time, it was decided to return. As we reached this first "dugway" crossing a freight train approached from the west and we found it necessary to hurry the horses in order to pass the crossing before the train. It was the intention of the driver to reach the second crossing before the train, I believe.

"As the carriage approached the crossing I jumped out and ran up to the crossing, where I stayed until the freight had passed by. The party thinking the way was clear, started to cross the tracks just as I noticed the passenger train coming from the east. I shouted to my companions to stop, but for some reason or other they did not heed me and kept on coming. My friend Prindle, having heard my cries of warning and seeing the danger, jumped and saved his life. The other four drove upon the track directly in front of the engine. What happened after that I cannot say, for I was too scared to notice anything. When the horse broke loose from the tree I led him to the state line house. This does not tally closely with Prindle's story who says not a drop was drunk at Pownal.

"Three or Four Beers Won't Make a man Drunk."

White was in North Adams this morning. He said "it would be telling" to say why he got out of the carriage. He further said "three or four beers would not make a man drunk," and stoutly affirmed that no one in the party was drunk. He further stated that he saw two of the men breath when he first came up.

Mr. Dunn's Story—He Saw the Crash.

M. A. Dunn, who lives some twelve or fifteen rods from the crossing where the accident happened, was the only resident to see the crash. He was out looking at his crops on the north side of the track when he heard the freight engine's whistle. It whistled danger and he first thought that one of his small children might have tripped to follow him and in crossing the iron railroad bridge was caught there by the passing freight. "I kept my eye on the freight passing the bridge," said Mr. Dunn, "and was coming down across my field diagonally toward the crossing. The bridge and freight obstructed my view so I could not see the carriage. Suddenly I noticed the west-bound express. I am sure the engineer could see nothing of what was ahead because of the curve just before reaching the bridge as well as the freight train. He certainly didn't whistle. Then I saw one of the horses go high in the air, I should say fully as high as the telegraph poles. I then knew what had happened, although the rest of the wreck I couldn't see for it went the other side of the track. I was about twelve rods away, and as soon as I could climb up the bank and cross the bridge I was on the scene. Prindle and White stood seemingly dazed on the crossing. The wreck was scattered for fifty feet or more down the track. I tell you it was an awful sight. I should say White anyway had been having something."

Mrs. Harwood's Account.

Mrs. Harwood, who lives between the two crossings did not see the accident, but stoutly said that the men had every appearance of being very much under the influence of liquor as she saw them both going and coming. She said the men had plenty of warning from the freight train but they were too jolly to notice it. She further said they barely escaped being run over by the freight train at the first crossing. She and her husband and children were at the scene of the wreck within a few minutes of its occurrence, as she said she knew it was going to happen when she saw the men in the condition they were in. She said they clutched to her husband when they passed going toward Pownal that "We'll have one on pop when we get to Pownal." She said they appeared very drunk.

What Part Did Liquor Play.

Here is the evidence then of four witnesses who say that the party had been drinking. They felt sure of it. But to offset this is the evidence of Dr. Barber of Pownal who saw and partially examined the bodies in the Pownal freight house and told the TRANSCRIPT representatives that he could detect no trace of whiskey. Undertaker Comisky adds his evidence while preparing the bodies for burial. The affirmative evidence goes to show that there had been more or less drinking, while the negative evidence in the case denies it.

Oliver Dandelin

Was born in Westboro and was twenty-two years of age. He moved to this town with his parents fourteen years ago. For the past few weeks he was employed in Cavanaugh's grocery store. He was the son of Mr. and Mrs. Mitchell Dandelin of 4 East Cliff street and is survived by his parents, six brothers and two sisters. Mr. Dandelin was a member of St. Jean Baptiste society.

Jeremiah Trudeau

Was born in this town and was 23 years of age. He was employed in the Windsor Print works. The deceased was the son

of Octave Trudeau of 123 Union street and is survived by his parents, five brothers and six sisters. The remains will be sent to Canada this evening at 8 o'clock for burial.

Edward Chaput

Was born in Canada and was twenty-five years of age. He moved to this town with his mother's family six years ago and was employed in Millard's shoe factory. He was the son of Mrs. Eliza Chaput of 27 East Cliff street and is survived by his mother, five brothers and two sisters. Mr. Chaput was a member of St. Jean Baptiste society.

Edward Roque

Was born in Canada and was twenty-five years of age. He moved to this town with his father's family about a year ago and since coming here has been employed in the packing room of the Windsor Print works. He was the son of Monsieur Roque of 27 East Cliff street and is survived by his father, two brothers and three sisters.

Special Meeting.

A special meeting of the St. Jean Baptiste society will be held at the hall this evening at 7:30 o'clock to make arrangements for the funerals of Oliver Dandelin and Edward Chaput, which will be attended from Notre Dame church tomorrow morning at 9 o'clock. All members are requested to meet at the hall tomorrow morning at 8 o'clock to attend. The funeral of Edward Roque will occur at the same time and place, and the remains of all will be interred in the south cemetery.

Railroad Superintendent Says His Company is Not to Blame.

One of the railroad's division superintendents was on the train going to see about establishing a new station agent in place of Mr. Conkey who died yesterday. He said the railroad was in no way to blame for the accident. The company and its men had complied entirely with the state law and the railroad could not be held responsible.

## UNITED PRESS.

### By Telegraph

3.30 O'CLOCK.

## WINNING AGAIN!

### Defender is Leaving Vigilant

a Good Ways Behind.

AT 2 O'CLOCK THE NEW BOAT IS SIX MINUTES AHEAD AND INCREASING ITS LEAD.

## EX-GOVERNOR RICE DEAD.

### DEFENDER AND VIGILANT.

Off on Their Second Race Again Today.

(Special Dispatch to The Transcript.)

New York, July 22.—For the race today both the Defender and Vigilant have been tuned up so that each boat is in better racing trim.

It is generally admitted here that the Defender has inconspicuously proven her superiority to the Vigilant as a light weather boat, although the Defender has no overwhelming victory to her credit as yet.

Neither boat has been measured yet. Capt. Hafl of the Defender does not want his boat's measurements known to the Englishmen so they can't change the Valkerie in any way. The best computations make the Defender 97 feet 5 inches; Vigilant, 96 feet. Assuming these figures to be correct, the Defender should allow the Vigilant 2 minutes, 6 seconds in a 30-mile race. This would leave the Defender a winner Saturday by only 39 seconds.

No official decisions of the present races will be made until the measurements are known.



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BY THE

TRANSCRIPT PUBLISHING COMPANY,

FROM

TRANSCRIPT BUILDING, BANK STREET,

NORTH ADAMS, MASS.

I know not what record of sin awaits me in the other world; but this I do know, that I never was so mean as to despise a man because he was poor, because he was ignorant, or because he was black.

—John A. Andrew.

## SPECIAL TELEGRAPHIC NEWS.

Besides the telegraphic service of the American Press Association, the Transcript receives regularly the general dispatches of the United Press, giving the general news of the country and the world, and the special dispatches of the New England Associated Press, the oldest and best news gathering agency in New England, up to going to press, and

TEN HOURS LATER

Than any other newspaper in Western Mass.

Entered at the Post Office, North Adams, Mass., as second class mail matter.

MONDAY AFTERNOON, JULY 22, 1895.

## IS CLEVELAND AMBITIOUS.

The knowing ones at Washington are being worked up about the question as to whether Cleveland expects to be re-nominated for the next campaign. At first sight it would seem that he could not possibly expect to be a candidate and yet it seems that some of his supporters think he desires and expects re-nomination. They declare that there is party salvation. On the other hand many Democrats who also believe that he wants to be a candidate of his party, and is slyly laying the wires for a nomination, declare that he has already driven the party to the verge of political insolvency, and that his candidacy in 1896 would drive it into complete and hopeless bankruptcy. Moreover, Democrats of this sort also assert, as a rule and with great vehemence, that if Mr. Cleveland should be re-nominated they would support the Republican candidate. Similar Democratic threats have been heard in the past, however, and everybody remembers how vain and empty they proved to be. According to the present outlook, the Republican candidate for the Presidency next year will not need any Democratic help to insure his success.

Mr. Cleveland keeps his own counsel, and so the Democratic powers are kept busy guessing in regard to his intention, but they are by no means the only persons engaged in that exercise. The outlook for Democratic success next year is exceedingly gloomy, and a great many shrewd Democratic politicians believe it to be hopeless, but all the same there will be a lively scramble for the nomination unless Cleveland shall enter the lists with the prestige of the Democratic victory of 1892 to back him. If for any reason he shall not do so, whose nomination will he favor? That is a question which Carlisle and Olney and Morrison and Charles M. Dickinson and ex-Governor Campbell, of Ohio, and even Senator Vilas, of Wisconsin, to say nothing of a dozen other Democrats of more or less prominence, are turning over in their own minds with a keen sense of personal anxiety.

## AMERICAS CUP DEFENDERS.

The great following of boats that watched the race from Scotland Light house Saturday shows interest in this years international yacht race to be greater than ever before. The Defender on the last fifteen-mile run did not outfoot the victor of last years races and yet the result of the contest should be regarded as satisfactory. The last creation of the Herreshoffs held her own comfortably well on the sea home and in the heat to win and in the light breezes clearly proved her superiority. The Defender's actual margin of victory may have been small; but the Vigilant has been preparing for weeks to give the Defender a run, and after her alterations the old champion is better than ever before. I should be remembered that the new boat is still in the experimental stage, and must develop more speed as the weeks of trial and preparation go by.

It is well known that the Valkyrie has been built for the light weather her owner expects to encounter in the September races, and so it is particularly gratifying to observe the Defender's speed in the lighter winds. There is little chance for a comparison of our own with the English boat, as she has been kept out of several races at home, but her defeat by the Britannia shows how hard it is to improve in all respects on old models. If the Defender is not superior to the Vigilant in every kind of weather, we have no cause of discouragement, while there is very reason for hope in her ability to run in she shows no inferiority and has really surpassing qualities at many points.

At the Wigan pantomime the other night two ladies who lived at a distance, having to catch an early train, were obliged to leave the theatre before the performance was finished. Selecting as they thought a quiet interlude, they were passing out of the theatre, when an actor suddenly appeared on the stage, and, addressing a part of his role, exclaimed, "There he goes. The only two women I ever loved. One I couldn't have, and the other couldn't get." The amusement of the audience and the astonishment of the young ladies can be imagined.—London Parn Moments.

Amid all the agitation about the new roman the unbelieving are led to think there are no old-fashioned girls left, but they all know better. There are still young ladies who are ready and glad to bear mother's burden on their strong young shoulders, but who never make the mistake of attempting to lighten her load by asking from her their confidence and their respect.

James Kemp, who died in Boston, is said to have been the first man converted to the Salvation Army in the United States. A member of the army picked him out of an ashbarrel while he was drunk. The next day he joined the army, and soon rose to be a captain, an office which he held until his death.

It is distressing to think of the complications that night have arisen if Mr. Cleveland's excursion steamer had gone to the shooting distance of the Spanish ship that fired on the Alliance.

No man who truly loves Grover Cleveland for the enemies he has made will take any part in the effort to nominate him for a third term. None but an enemy could desire that Mr. Cleveland should be chosen to face the cyclonic storm of popular wrath which awaits the Democratic nominee in 1896.

The free silver boomers will probably never be completely happy until they procure the passage of an act making it unlawful to coin gold.

## TWO WOMEN.

One sanctified her homely household labor with patient kindness and with tender grace. Love set his seal upon her faithful service. Sweet peace and joy illumined her placid face.

Her presence seemed to those for whom she brought

With blessing and with benediction fraught.

The other toiled with fretful, woe-ridden, restless, and with a heavy yoke.

Missing the joy of love's unselfish labor.

"I weary of this ceaseless toil," she cried.

"I hate these narrow walls and duty's chains.

And long for broader fields and lovelier plains."

One caught the morning sunlight on the mountain.

The midnight splendor and the twilight's spell.

And heard with joy creation's vocal anthem;

The other walked alone where shadows fell.

One face uplifted shone with heaven's own light;

The other, downcast, made of noonday night.

—Lizzie Clark Hardy in Good Housekeeping.

## The Sleep of Children.

A child should be in bed as the fowls are, at sundown at least. And he should be allowed to rise in the morning as soon as he wakes. It is not only torture, but an unhealthy mischief, to compel children to lie awake two hours to prevent disturbing older people. The morning sun is not essential to place life. A conservative should always, if possible, be on the outside of a house. It is equally true that the morning sun is most valuable for animal vigor, and that includes human beings. We, all of us, are breaking both ends of the law. Our sleep should be taken earlier, and we should never fall off of getting the morning sun.

I advocate night parties for children. I believe every physician does. It is not as much the exposure and the eating in the night, and the bad associations formed (in a high toned society possibly), but the breaking into the sleep habit. Equally bad is the habit of studying in the evening. It forces their brains with blood, and if the sleep they dream. I had a little patient of 12 years, who was wasted and nervous and whose dreams were filled with his problems. It was a marvel and pride to his parents that the youngest worked at hard problems in his sleep, such as I failed to master when awake. But I came near his final problem. I looked at his books at 6 o'clock. He must not touch any after his supper. He must play a romp and then go to bed. He is now robust. You cannot emphasize too strongly the mischief of children's night study.

## A Woman's Smile.

A New York woman wandering among Paris art treasures is thus impressed: "The memory of one woman's smile," she writes, "has set a whole world in tune, for no picture known perhaps has touched so many hearts as that bit of dull, dusky canvas out of which the 'Mona Lisa' of Leonardo da Vinci smiles at you. The first feeling when you look at her is out of disappointment. Her smile needs you. Be a little to the right, and oh, how sweet the smile is, or stand at the left, and she has become the joyous smile of childhood dimpling the corners of her mouth, while if you look her straight in the face, her mood has changed again. You know that this smile has solved the mystery that will call life and can still smile. Now, as you turn away you find that she bewitched you. Her languid eyes and slow smile follow you, drawing again and again your soul's gaze.

"You forget the divine message of the 'Immaculate Conception,' the face of Virgil's 'Claudia,' the sorrowful note of Titian's 'Bathsheba,' the gentle 'Madonna' of Raphael, the brilliant phrase of Rubens, the insistence of Paul Veronese. For you only one picture in this famous room of famous gallery lives. What matters that the canvas is old and small, the colors faded, the flesh gray? The spirit that lies imprisoned in the Mona Lisa smile will never grow old, and because a woman's smile the spirit has illumined the work of one man's hand, placing her on the heights in the vast world of art.

—New York Times.

## Shoes Made For Show.

"These shoes that I bought here on three or four weeks ago are nearly worn out already," said an angry woman to a retailer, and the shoes corroborated it, last part of the shoe. "I paid \$2 for them, and they ought to have lasted longer than that."

The dealer took the shoes quietly, glanced inside at the linings and then replied: "These shoes were bought here a little more than three months since. They cost you just \$1.35 and have probably done plenty good service for the cost. I never recommend these shoes any further than I say that for the money they are fairly good ones."

A small, inconspicuous stamp, with the dealer's name, the date of sale and the selling price, had proved that the purchase was wrong. The dealer remarked afterwards:

"I could have given her a more serviceable shoe for the price, but those are trimmed almost equal to a \$3 shoe, in appearance at least, and she paid for that in stead of durability."—Shoe and Leather Reporter.

## Women as Writers.

"If women would write as well as they talk," said a clever man, "there would be the bubble and sparkle of champagne about their articles. Unfortunately the pen in hand seems to immediately sober them up."

How women write with humor. Perhaps the past centuries of heartache and repression have left their shadows on the little landscapes of their lives.

Not one woman in several hundred can tell a good story. I know one who can keep a table full of the brightest men and women in rous of laughter from soup to cake.

Why don't women learn the art of punctuation? Why is this most necessary accomplishment not taught in the public schools? It is much more important to the average woman than the geometry.

If the schools won't teach it, work it in the bank of the dictionary and learn for yourselves.—Washington Post.

## Better Than Darning For Woolen Goods.

There are several sorts of gum tissue for sale now to use in mending woolen materials, and the object of this paragraph is to recommend any one of them to women generally. An awkward seam may be almost entirely concealed by their help.

The best darning in the world would show, and a new piece is always great trouble and sometimes impossible. A bit of the gum is put beneath the hole and then a piece of the garment's material under the gum. A hot iron is laid on the latter, and presto! the thing is done. Care must be taken to keep the tissue in cool place and not to have much of it on hand during the hottest months, as it is pretty sure to run and stick hopelessly together.

## TRAVELLER'S GUIDE.

## Fitchburg Railroad.

Corrected July 1, 1895.

Trains Leave North Adams, Going East—6:37, 8:18, 9:53, 11:39 a. m.; 2:21, 3:42, 5:20 p. m.

Going West—6:35, 7:45, 10:08 a. m.; 12:15, 1:29, 3:06, 10:35, 11:45, 12:45, 4:20, 4:40 p. m.

Trains Arrive from East—10:08 a. m.; 12:15, 1:29, 3:06, 10:35, 11:45, 12:45, 4:20, 4:40 p. m.

From West—6:35, 7:45, 10:08 a. m.; 12:15, 1:29, 3:06, 10:35, 11:45, 12:45, 4:20, 4:40 p. m.

Runs daily, except Monday.

Runs daily, Sunday included.

Sundays only.

Williamstown only.

## Boston &amp; Albany Railroad.

Trains Leave North Adams, Going South—6:20, 9:25 a. m.; 12:15, 3:00, 6:05 p. m.

Trains Arrive from South—8:20 a. m.; 12:05, 2:35, 5:50, 9:10 p. m.

## Hoosac Valley Street Railway.

Leave North Adams—7:45, 8:30, 9:15, 10:10, 11:30 a. m.; 12:15, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30 p. m.; to Williamstown only 10:30 p. m.

Leave Adams—8:40, 9:10, 7:45, 8:30, 9:15, 10:10, 11:30 a. m.; 12:15, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30 p. m.; to Williamstown only 10:30 p. m.

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## WEATHER FORECAST.

(Special Dispatch to the Transcript.)



Boston,  
July 22, 12 noon  
The Washington  
forecast for Massa-  
chusetts till Tues-  
day night. Showers  
with variable winds  
becoming north-  
westerly.

## Summer Underwear

ONE CASE DIRECT FROM  
MILL . . . . .

## Special Sale

FOR ONE WEEK. . .

## Special Price

Only 29 Cents.

Negligee Shirts,  
Belts,  
Straw Hats, Etc.,

—at—  
Reduced Prices.

## M. GATSLICK,

Reliable Clothier and Furnisher.  
Main street, City.

## Fruit Jars

There is promise of large  
crops of nice fruit.

What adds more to the  
pleasure of the dining  
table in winter time than  
to have elegant pre-  
serves?

This can only be secured  
by the use of good Fruit  
Jars.

There are so many CHEAP JARS in the  
market that we have taken great pains to  
secure the BEST obtainable, both of Mason's  
and Lightning.

We invite the attention and inspection of  
every housekeeper to our line of UP-TO-  
DATE AND RELIABLE JARS.

## Burlingame &amp; Darbys.

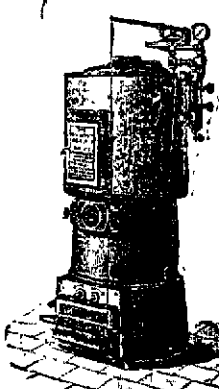
T. M. LUCEY

## HEATING and PLUMBING CO.

Blackinton Block, No. 3 Holden St.

## STEAM and HOT WATER HEATING.

Telephone 48-3.



Having increased our facilities by  
the addition of room and improved  
machinery, we are now prepared to  
do any work in the Hot Water and  
Steam Heating line.

Sole agents for "All Right" and  
"Volunteer" Steam and Hot Water  
Heaters.

## Ladies' and

## Children's HAIR

## DRESSING.

## PRIVATE PARLORS.

Special Attention to Children.

## M. DUCHARME.

BANK STREET

## FLED WITH THE FUNDS.

Williamatic Savings Bank Treasurer  
Plays the Scoundrel's Part.

The Institution Left Practi-  
cally Insolvent.

A Receiver to Be Appointed For the Ill-Fated  
Bank to Protect Creditors.

WILLIAMATIC, Conn., July 22.—Bank  
Commissioner Crofut announces that from  
discoveries made since his examination of  
the Dime Savings bank a week ago, the in-  
stitution is insolvent by at least \$300,000,  
and that he sees nothing to be done but to  
close the bank. John Walden, who for 15  
years was cashier of the bank and who re-  
signed last Wednesday at the request of  
the corporation, has disappeared.

The general cash book and the daily bal-  
ance book cannot be found, and the real  
estate book is badly mutilated. The time  
lock of the safe has run down and the key  
is gone. An officer has been placed in  
charge of the bank. The Dime Savings  
bank has been having a hard struggle ever  
since the recent failure of the First Na-  
tional bank through the default of  
Cashier Bissley. The bank commissioners  
have been in charge of the Dime Savings  
bank, and it was hoped both by the offi-  
cials and corporations that plans might be  
perfected for the continuance of the in-  
stitution. To this end a 90 days' notice from  
depositors wishing to withdraw was an-  
nounced and a 16 per cent scale.

Last Wednesday the corporation met to  
perfect plans for the reorganization before  
the first of the 90 days' notice should ex-  
pire on July 22. At a meeting the resig-  
nation of Cashier Walden was requested,  
and it was at once presented and accepted.  
Another meeting was called for Friday, at  
which time it was voted to increase the  
board of directors by eight, and a final  
meeting for the election of officers was ap-  
pointed for today. Meanwhile, Commis-  
sioner Crofut had appealed to the supreme  
court for an injunction to prevent a run  
on the bank when the notices came due  
today.

Finances in Bad Shape.  
This application was refused, and it at  
once became apparent that a receiver must  
be asked for. Commissioner Crofut at  
once came here to begin a final examina-  
tion of the affairs of the bank, when to  
his astonishment he found a shortage of  
more than \$12,000, recorded loans of a  
doubtful nature aggregating \$20,000 and  
the books missing and mutilated, barring  
further investigation. To add to the diffi-  
culty, it was found that the safe could not  
be opened, the time lock having been per-  
mitted to run down, and no key could be  
found to wind it again.

In view of these complications Commis-  
sioner Crofut decided to at once de-  
clare the bank insolvent, and the corpora-  
tion will be called together at 9 o'clock  
today to hear the report of the commis-  
sioner, whose discoveries have all  
been made since an examination made  
July 11.

These gentlemen are appalled at the  
disclosures, and they refuse to say any-  
thing before having heard the report of the  
commissioners. Considerable excitement  
prevails, for the story has spread with the  
greatest rapidity.

Concerning the missing cashier there is  
much talk. He had been cashier for 15  
years, and up to a short time ago was con-  
sidered perfectly sound. At that time the  
corporators of the bank became dissatis-  
fied, and the feeling culminated last Fri-  
day in the request for his resignation. He  
left town on Friday morning, but in-  
formed his wife that he would be back for  
supper. Since that time nothing has been  
seen of him about here, and his present  
location is a mystery.

Masquerading in Male Attire.  
NEW YORK, July 22.—In the detention  
rooms at Ellis island is Mrs. Mystroff,  
who, until a few days ago, was supposed  
to be a man. She arrived here on the  
steamship New York. She took passage  
in the steerage, dressed like a man, shaved  
and smoked. When the ship's surgeon be-  
gan to vaccinate the steerage passengers  
she refused to bare her arms. Finally,  
she said she was running away from a  
brutal husband. She may be returned to  
Europe.

Industrial Boom On.  
PITTSBURGH, July 22.—Pittsburgh's indus-  
trial boom has reached such proportions  
that the big iron and steel-producing  
plants, with their heretofore unequalled  
capacity, are unable to meet the demand.  
The flood of orders upon billet manufac-  
turers is so great that during the past week  
local buyers were compelled to go to Phila-  
delphia for their supplies.

A Sad Affliction.  
LONDON, July 22.—A report has been  
circulated for several days that Prince Ed-  
ward, the only child of the Duke and  
Duchess of York, and the heir to the  
throne of Great Britain, is deaf and dumb.  
It has been impossible to ascertain the  
character of the report, but there is no doubt  
that it is in a circle fairly near the court.

Shot Down in Cold Blood.  
HELENA, Ark., July 22.—The inhabi-  
tants of this city are excited over the  
assassination of County Jailer Dennis, who  
was called to the jail door and shot down  
without a word of warning. Harvey  
Weeden, former assistant, and a negro are  
in jail, awaiting an examination before  
the grand jury, which is investigating the  
murder.

Fatal Gas Explosion.  
HALIFAX, July 22.—An accumulation of  
gas in the blast furnace of the London-  
derry iron mines last night caused the  
furnace to kick, lifting the top off. Flames  
burst out fiercely. Three men who were  
on the top of the furnace feeding it were  
injured, one of them so severely that he  
died.

U. S. S. Montgomery at New York.  
NEW YORK, July 22.—The U. S. S.  
Montgomery arrived here yesterday with  
eight members of the Nicaragua canal  
commission on board. She sailed from  
Colon July 10, and from Key West on the  
17th.

Resolve to Stop Workers.  
ISHPEMING, Mich., July 22.—The strik-  
ing miners failed to induce the men at  
Champion to refuse to work. They were  
told Saturday, but threaten to march 1000  
men to each mine and forcibly stop all work.

Knitting Mill Destroyed.  
WATERFORD, N. Y., July 22.—Ford's  
knitting mill, employing about 250 hands,  
and several dwelling houses were de-  
stroyed by fire. Loss about \$100,000.

Trying to Save a Murderer.  
PROVIDENCE, July 22.—Lawyer Pierce  
counsel for Lawrence Keegan, convicted  
of the murder of Emily Chambers, Feb. 5,  
this year, has filed a petition for a new  
trial, setting forth that the verdict was  
against the evidence; that new evidence  
had been discovered tending to show  
Keegan innocent, and that the court erred  
in its refusal to release the prisoner, who  
was taken. The hearing will not take place  
until the October term of the appellate  
court.

Electric Company Assigns.  
BOSTON, July 22.—The W. S. Hill Elec-  
tric company of 133 Oliver street have

made an assignment for \$20,000 to F. A.  
Wynman. Mr. Wynman says the company  
is doing a good business, and will con-  
tinue either here or in New York. The  
assignment was caused by the refusal of a  
Boston bank to carry notes amounting to  
\$8000 any longer. The liabilities and as-  
sets have not been ascertained.

Death of a Boston Banker.  
MALDEN, Mass., July 22.—William L.  
Lovell, a well-known Boston banker, died  
at his residence here. He was born in  
Fitchburg in 1830, and for many years was  
with Bradstreet's agency. He was also at  
one time connected with the Potter, Lovell  
company, brokers. He had a business  
acquaintance throughout the United  
States. His death was due to a complica-  
tion of diseases.

The Richard K. Fox Spoken.  
BOSTON, July 22.—Captain Walcott of the  
steamer Barrowmore, at this port from  
London, reports on July 15, when in lat.  
42.40 N., long. 53.20 W., passed the yacht  
Richard K. Fox, which is being sailed  
across the ocean from New York to  
Queenstown. Young Captain McCullum  
reported everything all well. The yacht  
was making fairly good progress.

Another Ericsson Victim.  
NEW LONDON, Conn., July 22.—The sec-  
ond fatality resulting from the accident  
on the torpedo boat Ericsson occurred  
yesterday, when David Cady died. Of the  
other men injured, Austin Williams and  
William Mervin are considered in a pre-  
carious condition, and Joseph Hamilton,  
the fifth victim, seems to be the only one  
likely to recover.

Crushed to Death.  
PROVIDENCE, July 22.—William Green-  
wood, engineer at Crescent park, was  
killed yesterday while repairing a tobac-  
co pipe at that place. While working upon  
the chain suddenly righted itself, pre-  
cipitating one of the cars down the in-  
cline, crushing in Greenwood's skull and  
breast.

Last Life in Gasoline Generator.  
MAPLEWOOD, N. H., July 22.—W. V.  
Warfield, the engineer at the Maplewood  
hotel, was suffocated in the gasoline gen-  
erator while putting in gas yesterday. He  
accidentally turned the wrong valve. He  
had been dead three hours when his body  
was found. He leaves a family.

A Dive to Death.  
MANCHESTER, N. H., July 22.—Joseph  
Leblanc was drowned in Lake Massabesic  
yesterday. He was fishing and was seen  
to dive from the boat, but whether pur-  
posely or with suicidal intent is not  
known. He was 85 years old, and but lit-  
tle is known of him.

Crushed by Drink.  
PROVIDENCE, July 22.—John Nolan,  
while drunk, jumped from a second-story  
window at his home on Blackstone street,  
and was impaled on a picket fence. The  
body was terribly lacerated, but the man  
was not killed, although his condition is  
said to be critical.

Want More Wages.  
PROVIDENCE, July 22.—The boys em-  
ployed in the worsted department of the  
Atlantic mill refused to return to work  
today, as a demand for an increase in  
wages had been denied. The manufac-  
turers claim they are paying the boys all  
they are worth.

Death of a Yachtsman.  
BOSTON, July 22.—Thomas Dean, for  
many years secretary of the Boston Yacht  
club, dropped dead on board the yacht  
Endeavor while entertaining a party of  
friends off Boston harbor. Heart disease  
was assigned as the cause of death.

Drowned While Bathing.  
LOWELL, Mass., July 22.—A tramp  
named Frankfus was drowned while bath-  
ing in the Merrimack river yesterday. The  
body was recovered by Alfred Rene, who  
has, including this one, pulled 18 victims  
from the river.

Was Stealing a Ride.  
READING, Mass., July 22.—Samuel Liv-  
ingstone of Lawrence was killed here late  
Saturday night, by being run over by a  
freight train, while stealing a ride to Law-  
rence on the bumpers of the cars.

Killed on the Rail.  
PROVIDENCE, July 22.—Luka Lyons of  
Boston, about 65 years of age, was struck  
and instantly killed by a train here.

New England Briefs.  
There was a fatal gasoline stove explo-  
sion in Providence.  
Henry A. Faxon presented a bill to a  
Quincy (Mass.) church.

There is uneasiness among female shoe  
workers in Lynn, Mass.  
Alexander Peats of Eastwood, Conn.,  
was killed by being thrown out of an ox  
cart.

The mayor of New London, Conn., re-  
fused to swear in Pinkertons as special  
constables.

Captain Perry of Hartford has sued Dr.  
Wolf for \$1000 damages for personal in-  
jury and defamation.

Thomas Nugent, 67 years old, fell dead  
in a liquor store on Atlantic avenue, Bos-  
ton, where he was employed.

Samuel Malcolm, 4 years old, fell into  
an artificial pond on Main street, Saco,  
Me., yesterday.

The secretary of Newton, N. H., have  
retained counsel in bond suit brought by  
N. K. Johnson of Haverhill, Mass.

The body of Thomas Norris, 30 years  
old, of Lakeport, N. H., who has been  
missing since last Wednesday, was found  
in Lake Panguis.

Bernard Mitchell, 23 years old, was  
found yesterday on the railroad track near  
the Ashland street bridge, Boston, with  
both legs cut off and one arm broken.

Suing For a Flower.  
PORT JERVIS, N. Y., July 22.—A law-  
suit over a flower is reported from Kenosha  
Lake, Sullivan county. Carrie Bauer and  
Charles Heldt, each lay claim to a plant  
which has decorated the graves of both  
families in the cemetery at that place.

There has been a constant transfer of the  
flower from one grave to the other until,  
finally, Heldt took it home, and Miss  
Bauer sued him for its removal, claiming  
damages to the amount of \$10. The trial  
comes off before Justice A. B. Marsh on  
July 24.

Ferdinand's Fear.  
BERLIN, July 22.—Prince Ferdinand of  
Bulgaria continues to remain at Carlsbad.  
He is constantly guarded by a large suite,  
among whom are a number of Russian  
secret police. He told his attendants  
almost daily that it is his intention to  
start for Sofia immediately, but he does  
not start. He says the same thing to the  
visitors he receives at his house, the villa  
Theresa, in the English quarter. The  
villa's gardens and park are alive with  
Russian and Bulgarian detectives.

Ohio Brewery Agent in Luck.  
SPRINGFIELD, O., July 22.—James Mc-  
Coy, agent at Wellston for the local  
breweries, is in receipt of word from Scot-  
land that he, with others in the United  
States, is heir to a fortune of \$15,000,000 in  
South-Africa, left by William McKay, who  
operated an extensive diamond mine. The  
heirs are arranging to secure the inheri-  
tance through the consul at Cape Town.

Uprising of the Dugans.  
ST. PETERSBURG, July 22.—The Dugans  
of the district of Singing-Fu have revolted  
against the Chinese and besieged and cap-  
tured the town of Susan-Houten, where  
they found that the Chinese governor and  
his family had committed suicide.

## THE NATIONAL GAME.

Standing of the League—Saturday's Contests.  
Items of Interest.

Won.	Lost.	Pct.	Won.	Lost.	Pct.
Cleveland, 45	31	.597	Philadelphia, 37	45	.450
Pittsburgh, 39	37	.514	Boston, 32	41	.439
Pittsburgh, 41	30	.576	New York, 37	33	.524
Cincinnati, 41	31	.569	Washington, 27	35	.438
St. Louis, 39	32	.547	Chicago, 35	35	.500
Chicago, 43	29	.596	Louisville, 15	31	.323

New England League Standing.  
Fall River, 47; 15; Pawtucket, 32; 22; 358.  
Providence, 34; 24; Worcester, 27; 15; 358.  
Barnstable, 31; 31; 300; Augusta, 26; 41; 389.  
Brookline, 33; 31; 392; Portland, 25; 41; 379.

At Pittsburgh—Pittsburgh, 12; Philadel-  
phia, 6.

At Cincinnati—Cincinnati, 11; Baltimore,  
6.

At Cleveland—Cleveland, 2; Brooklyn, 1.  
At Louisville—New York, 7; Louisville, 5.

At St. Louis—St. Louis, 5; Washington, 2.  
At Chicago—Boston, 15; Chicago, 12.

At Lewiston—Lewiston, 7; New Bedford,  
5.

At Waterville—Augusta, 5; Brooklyn, 4.  
At Portland—Portland, 17; Fall River, 4.

At Bangor—Bangor, 12; Pawtucket, 1.  
Brooklyn did not find Louisville at all  
difficult.

Last year at this time Washington was  
in last place.

Pittcher Sullivan is not as effective as he  
was on the first trip.

Lowe made three hits in each of three  
games, July 13, 15 and 16.

Evans offered two players and some cash  
for Merwin, but to no purpose.

The attendance at Louisville last week  
averaged less than 1000 per game.

The Cincinnati outfield had 14 put outs  
in the game with Boston on Tuesday.

Fall River and New Bedford meet again  
in New Bedford July 25 and in Fall River  
July 29.

In Chicago Saturday, Justice Ball fined  
Captain Anson and his players \$3 each and  
costs for playing ball on Sunday.

LOOKS BAD FOR HOLMES.  
Another Murder May Be Laid at This Notori-  
ous Criminal's Door.

CHICAGO, July 22.—Another important  
discovery was made in the search in the  
old store in which human bones were said  
to have been found. While examining  
this store the police found several shoe  
buttons, and the charged portion of a  
woman's shoe with several shreds of cloth  
and portions of a "hook and eye."

The examination of the large pile of  
bones above resulted in another start-  
ling discovery, which two charged bones  
resembling human ribs, were found  
among the refuse. The bones were badly  
burned, and were handled with great care  
to prevent their breaking.

A local paper says: To the long list of  
murders and other crimes directly traced  
to Alvin Karpis, H. H. Holmes, must now  
be added the mysterious disappearance of  
Mrs. I. L. Connor and her 12-year-old  
daughter, with a reasonable certainty that  
they may have been disposed of in the  
same manner in which the rest of his vic-  
tims met their death.

Mrs. Connor and her child were last  
seen in the company of Holmes in this  
city in 1888. Since then all trace of them  
have been lost, and the shrewdest of de-  
tectives, who, at the instigation of the  
woman's family have been working on the  
case, are now of the opinion that the find-  
ing of their bodies is the only possible  
solution of the mystery. There are circum-  
stances which, while at first seemingly  
susceptible of explanation, now point in  
the direction of another double murder.

A Tennessee "Picnic."  
GALATIES, Tenn., July 22.—West Dixon  
of this place carried his wife to a picnic  
yesterday, and soon a fuss arose about her,  
which was soon quieted. Dixon and his  
wife took a seat in a wagon, and as Wil-  
liam Davidson, a man some 60 years of age,  
was passing by, Dixon drew his pistol and  
shot him through the head, killing him on  
the spot. Dixon and his wife then broke  
into a run, and a crowd of Davidson's  
friends started in pursuit. Dixon fell  
mortally wounded. His wife was shot  
twice, being fatally wounded.

Destructive Fire in the Windy City.  
CHICAGO, July 22.—The fire which started  
in the building occupied by the National  
Lined Oil company and the Wright &  
Lawther Oil and Lead works yesterday  
was one of the most destructive which the  
Chicago fire department has had to con-  
tend in many months. The main build-  
ing was totally destroyed, and the loss  
was more than \$400,000 on stocks and ma-  
chinery. The origin of the fire is a mystery.

Harrison's Patriotic Utterances.  
OLD FORGE, N. Y., July 22.—General  
Harrison, when called upon by a com-  
mittee having in charge a flag-pole raising  
at this place next Saturday, made the fol-  
lowing reply: "I am heartily in sym-  
pathy with the object. I not only believe  
that the American flag should be hoisted  
on top of every schoolhouse and on every  
public place, but it should be planted in  
the heart of every American citizen."

Review of the Cautious Campaign.  
LONDON, July 22.—The alleged inter-  
view with United States Ambassador  
East, published by the Paris Figaro, is  
still attracting attention. The Saturday  
Review says of it that it showed brag-  
gadocio first, then confidence and total  
forgetfulness. The Review says: "The be-  
havior of Mr. East is a brand. The Review  
remarks, evidently it was too strong for the  
ambassador."

Notorious London Club Raided.  
LONDON, July 22.—A public raid was  
made on the Palace club, a notorious  
resort, on Thursday. A hundred men and  
women, all in evening dress, were cap-  
tured. Among them were a United  
States senator, a congressman, a promi-  
nent law official of an eastern state and  
an American police official. All, save the  
proprietor and servants, were released.

Magee Shouts For McKinley.  
PITTSBURGH, July 22.—C. L. Magee, who  
is fighting Quay for the leadership of the  
Republican party in Pennsylvania, has  
announced himself in favor of McKinley  
for president. Quay declared himself for  
McKinley or Reed. Magee says: "I am  
for McKinley for the reason that the peo-  
ple of this state seem to want him."

NEWS IN A NUTSHELL.  
The Defender beat the Vigilant in their  
first match race.

Larned beat Howland in the Seabright  
tennis tournament.

A Canadian marksman won the Queen's  
prize at Bisley, Eng.

The shed of the Fall River line at New  
York was blown down.

A big filibustering expedition is almost  
ready to start for Cuba.

Azote beat Directum and Ryland T in  
the Saginaw free-for-all.

Three men were killed by lightning in  
Ellsworth county, Kan.

Sanger won the one mile professional  
race at Manhattan Beach.

Guinness defeated Guy Nickalls in the  
sculling contest on the Thames.

A building was blown down by dynamite  
and five negroes killed at Mars, Tex.

A general strike of structural iron and  
steel men is impending in New York city.

The English elections show a net gain  
of 69 for Conservatives. Bider Hagard  
was defeated by the Liberal candidate.

A purse of \$10,000 has been offered for  
a fight between Jack McAuliffe and "Young  
Corbett," to follow the Corbett-Fitzsim-  
mons fight at Dallas.

## ALFORD'S

## Bargains in

## Real

## Estate

Three building lots on  
Reed street, 50x125. Five  
minute's walk from Eclipse  
mill.

Three-tenement house,  
rents for \$30 per month.  
Lot 60x145.

A nice new cottage, built  
for a home by owner. Will  
be sold at cost price. Satis-  
factory reason can be given  
for wishing to sell.

Two acres on line of elec-  
tric road to Adams. Good  
eight-room house on the  
property. Will be sold low.

Two double tenement  
houses just completed in  
good locality. \$3,000 each.

Richmond hill is still in  
the field and for low price.  
Nearby, healthy and sightly  
location. Cannot be beaten.

\$1,400 buys a neat six-  
room cottage in good locality.

Two building lots on West  
Main street. Four rods by  
nine rods. \$800 each.

A ten-room house, modern  
conveniences, in good repair,  
large lot, an abundance of  
choice fruit, first-class neigh-  
borhood.

The Harlow Green home-  
stead on West Main street  
has been subdivided making  
some very nice front lots,  
51x157.

Building lots on Greylock  
avenue, West End, at prices  
ranging from \$350 to \$600.

Two choice building lots,  
four rods front by about four-  
teen rods deep, well located  
on line of new electric rail-  
way and commanding a fine  
view.

A lot, four rods front and  
nineteen rods deep, nearly  
one-half acre. The house is  
new and has eight good  
rooms. If you want a home  
like this that commands one  
of the finest views in town  
and yet easy of access, you  
can buy it for \$2,000.

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